



S E R I E S 32-50

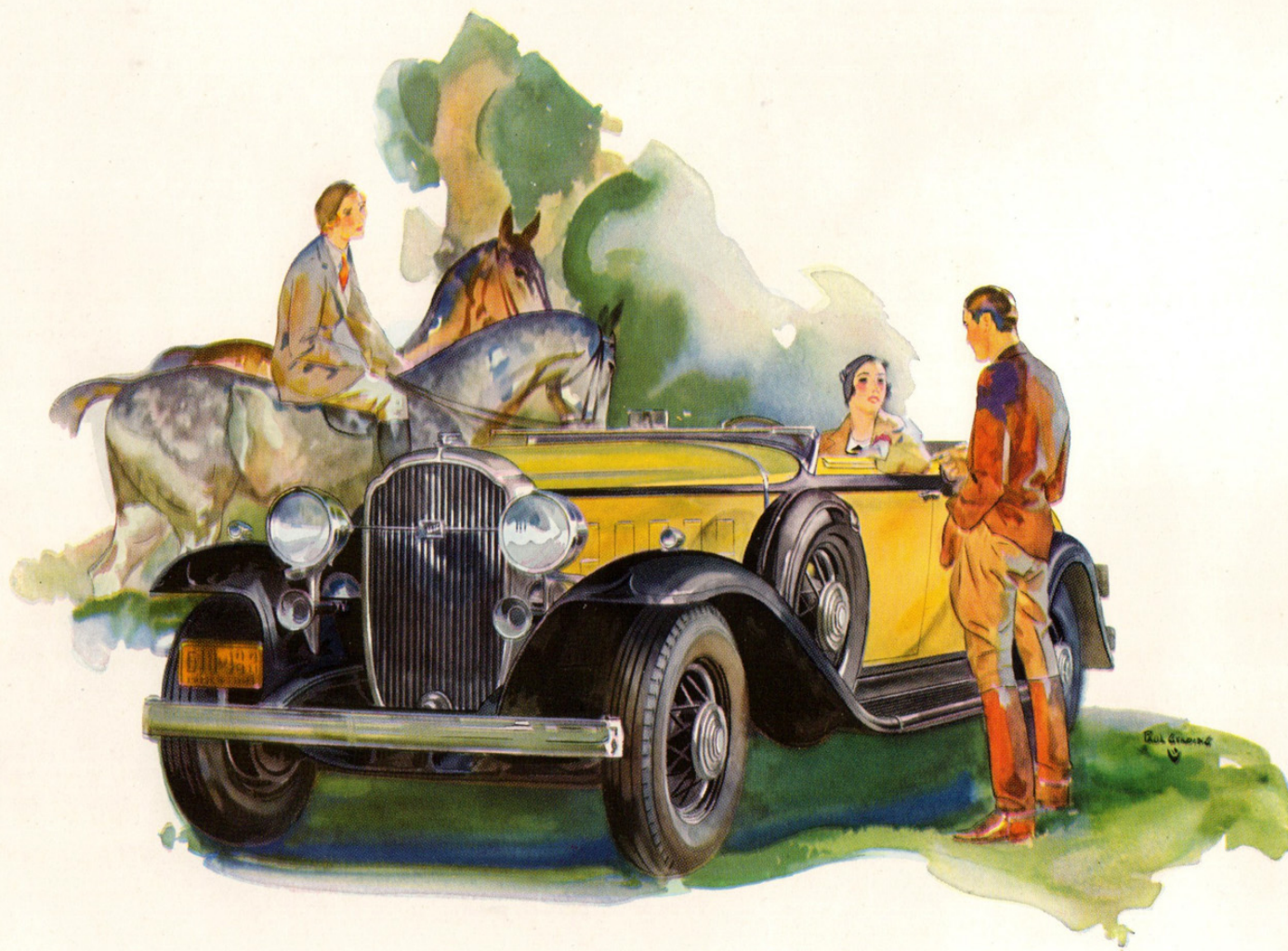
Series 50
BUICK
STRAIGHT EIGHT
for 1932



EIGHT MODELS • 78-HORSEPOWER BUICK VALVE-IN-HEAD STRAIGHT EIGHT
ENGINE • HIGH COMPRESSION OPTIONAL • WIZARD CONTROL
COMBINING AUTOMATIC CLUTCH, FREE WHEELING AND
SILENT-SECOND SYNCRO-MESH TRANSMISSION • 114¾-INCH
WHEELBASE • RIDE REGULATOR ON DE LUXE MODELS

BUICK MOTOR COMPANY, Flint, Michigan

Division of General Motors Corporation



The striking beauty of the Buick Eight for 1932 is evident in the front view of the car. Here clean simplicity of line combined with many smart features of equipment creates a most engaging over-all effect.

A MODERN EIGHT TRUE TO BUICK TRADITION

THE Buick Straight Eight for 1932 represents by far the greatest advancement over preceding models ever introduced by Buick. And yet, in every essential detail of its construction, this latest Buick, in four splendid series, holds fast to those sound, fundamental engineering principles which have won world leadership for Buick, year after year throughout more than a decade.

Especially in the Series 32-50 is this fact notable, for Series 32-50, composed of eight distinctive models, is offered at the lowest prices ever placed upon an eight-cylinder Buick.

Despite its lower price, this Series of Buick Straight Eights is powered by a larger engine than that provided in the corresponding series for 1931, and it is equipped with Buick's great innovation, the Wizard Control. This series also provides on De Luxe models Buick's Ride Regulator, which contributes to riding comfort by enabling the driver to



adjust shock absorbers as he drives. (Ride Regulator on models 32-56 and 32-57 at extra cost).

And, in addition, the larger valve-in-head straight eight engine can be converted from standard to high compression without additional cost for those who desire to use anti-knock fuels. This is a momentous step in power plant development, which further emphasizes the advantages of Buick's valve-in-head engine

design. Throughout 28 years of fine car manufacturing, Buick has adhered to this principle with gratifying results.

Other important advancements leading to finer engine performance include dual carburetion, an improved engine oil temperature regulator, insulated fuel system and an improved timing gear housing giving greater silence of operation.

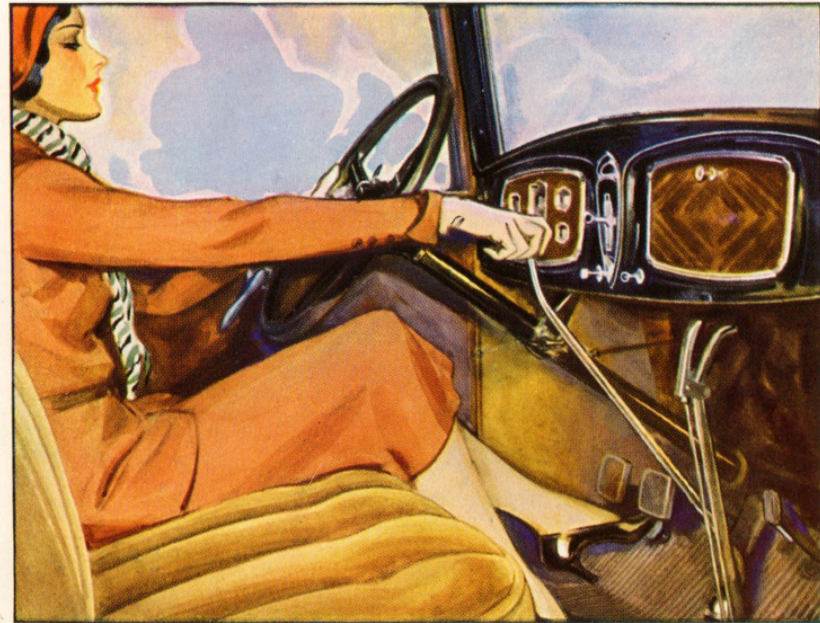
Even more spectacular than the engine improvements is the introduction of Buick's Wizard Control, including an Automatic Clutch, Free Wheeling and Silent-Second Syncro-

Mesh transmission. In developing Wizard Control, Buick engineers have simplified the handling of the car materially and have made an impressive contribution to driving ease and pleasure.

The use of the Automatic Clutch is simplicity itself. By resting his foot on a button at the left of the clutch pedal, the driver eliminates the need of using the pedal. He shifts gears at will, merely using the gear shift lever. Silent-second Syncro-Mesh enables him to shift swiftly and silently. Removing pressure from the accelerator permits him to free-wheel. And should he need positive connection between the engine and the rear wheels, he gets it instantly by simply removing his foot from the button on the floor.

Furthermore, operation of the clutch is obtained without effort, instead of with 35 to 40 pounds foot pressure. And the Silent-Second Syncro-Mesh accelerates up to 40 miles per hour or more in second as quietly as ordinary transmissions run in high. All of the advantages of Free Wheeling are provided.

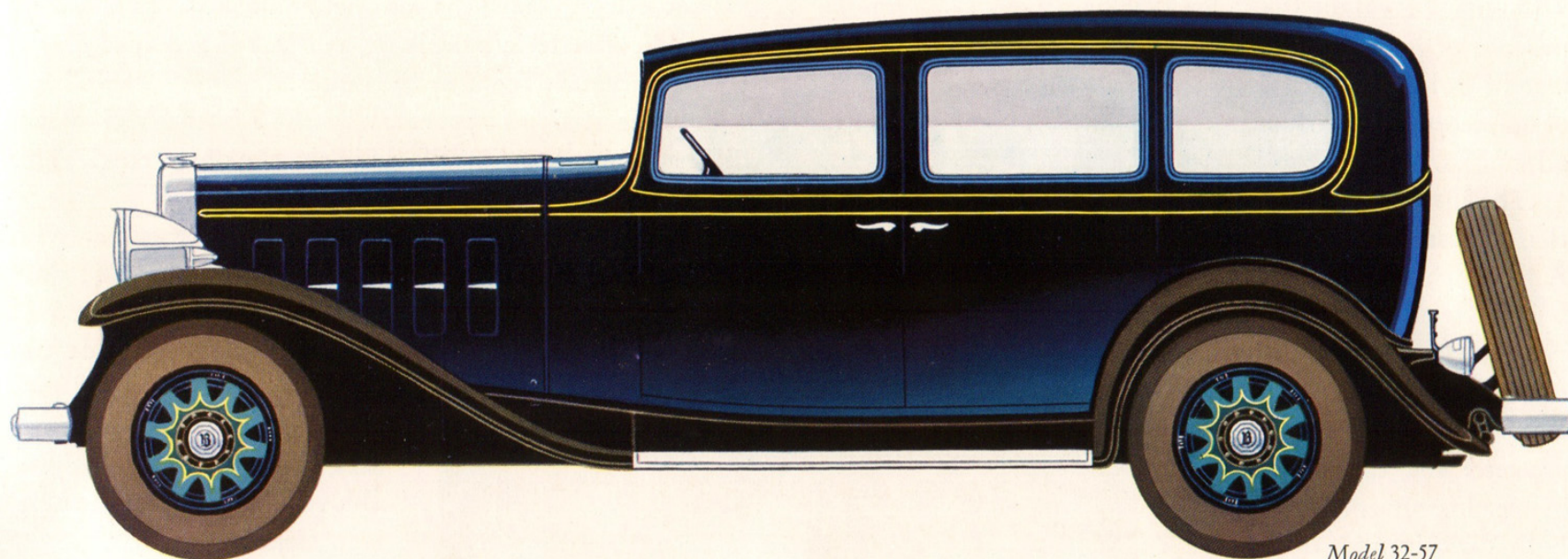
These chassis improvements alone identify Buick for 1932 as an outstanding achievement. In addition, Buick has made many improvements in appearance and body construction. The beauty of the car needs no comment. With its smart, new front end ensemble, its sharply-slanted windshield posts, its hood doors and its newly designed body lines, it repre-



Buick's Wizard Control simplifies driving and adds materially to the pleasure of motoring. Wizard Control consists of the Automatic Clutch, Free Wheeling and Silent-Second Syncro-Mesh Transmission. The clutch is operated by a simple vacuum cylinder through control and selector valve.

sents a highly advanced interpretation of the most pleasing motor car styles. And the interiors and construction details of the body are fully as advanced.

In fact, the car as a whole must be considered, not only as a marvelous mechanism, not merely as a beautiful automobile, but rather as what it actually is—the outstanding Buick of all time.



Model 32-57

The Five-Passenger Sedan in Series 32-50 may be described as a car which brings the advantages of Buick Straight Eight ownership to new thousands of American families. The interior is richly finished with fine quality tan plush and at-



tractively designed, plated hardware. Equipment includes folding robe rail and foot rest, curtains in rear and side windows, safety locks, arm rests, ashtrays, and beautiful wood finish garnish mouldings for all windows.

GREATER DRIVING PLEASURE AND EASE

MANY of the most important advancements found in the Buick Straight Eight for 1932 have been made for the purpose of increasing ease and pleasure of driving. This is true of Buick's Wizard Control. It is also true of a number of noteworthy improvements in the driver's compartment of all models.

The instrument panel, for example, has been designed so that all instruments are grouped directly in front of the driver.

A large, three-spoke steering wheel gives full view of the pointer-type speedometer, the electrical gas gauge, the water temperature indicator, the ammeter and the oil pressure gauge. Instruments are lighted both directly and indirectly. Controls, including the Carburetor Heat Control, are conveniently located to the right of the instruments.

The entire right side of the panel is given over to a compartment with a door, locked

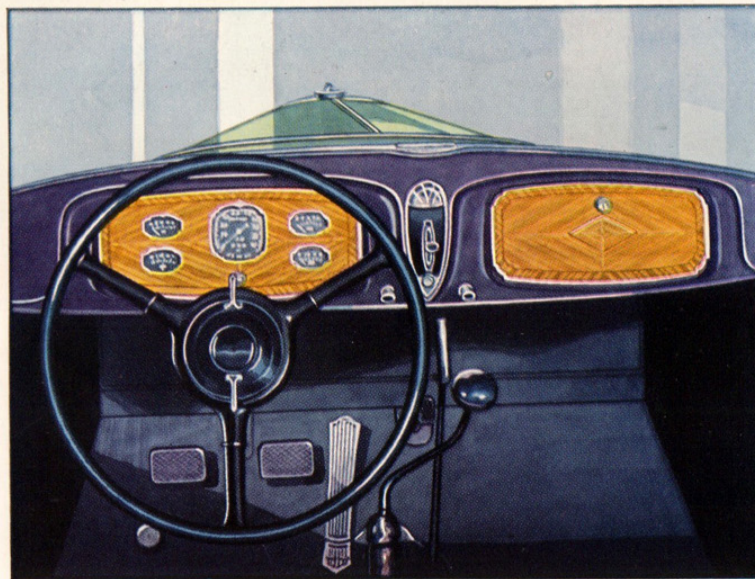
by a special key so that valuables can be protected even when it is necessary to leave the car doors unlocked. In all except open and convertible models, an ash tray is provided on top of the instrument board at the center.

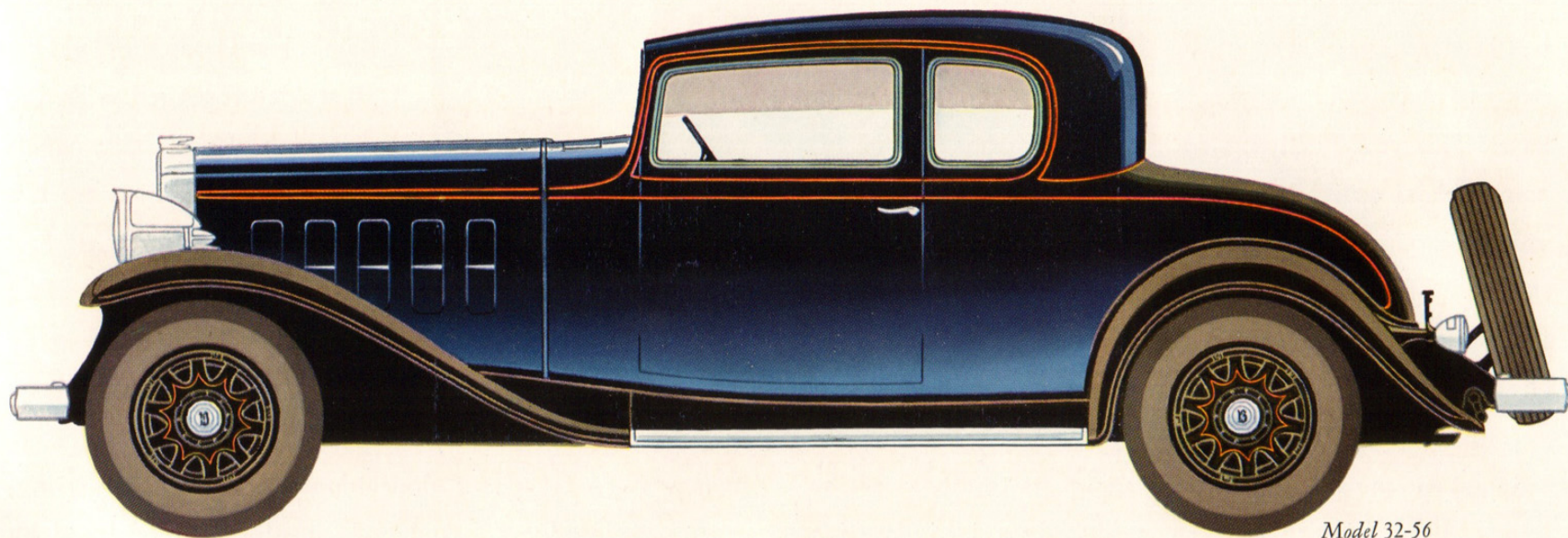
Full ventilation is provided by the Fisher "VV" windshield and by a large ventilator in the top of the cowl. This ventilator is watertight when closed.

The 10-degree slope of the windshield, together with

narrower head rail and door posts, gives greatly improved visibility. The outside sun visor has been eliminated and, in all but convertible and open cars, an inside shade, adjustable to any side or front angle, is furnished.

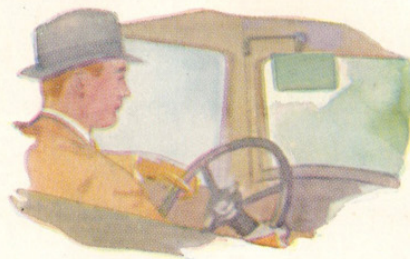
A pleasing improvement is the enclosing of all windshield wiper mechanism in the header bar. A push-pull control button is integral with the motor. The motor is mounted on the header bar inside the body.





Model 32-56

The Two-Passenger Coupe is the ideal body type for business and professional men or for others desiring fine, personal transportation. Side windows back of the door give the driver excellent vision. The interior is upholstered in tan plush



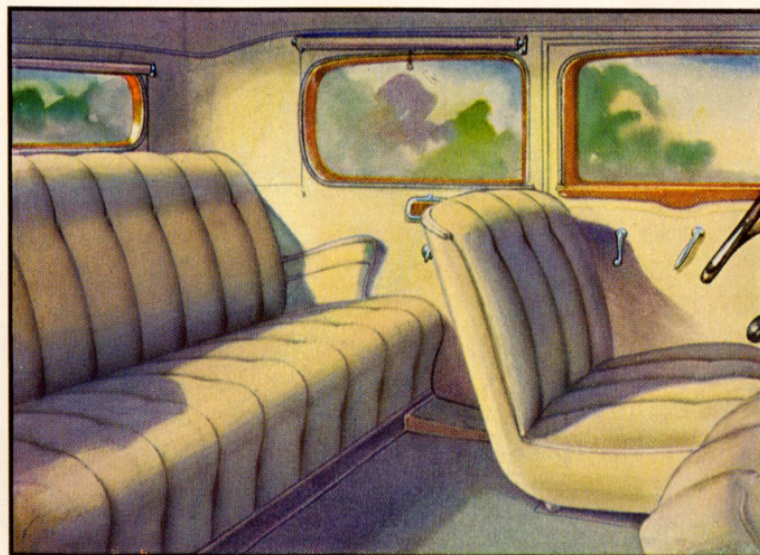
and is fitted with plated hardware of attractive design. Equipment includes ash tray in top of instrument board, inside locking doors and silk finish rear curtain. Generous space for luggage is provided under the rear deck.

A MASTERPIECE OF BODY DESIGN

IN PAST years, the five-passenger coupe type of body has been restricted almost entirely to chassis of long wheelbase. This year Fisher craftsmanship and genius have provided a roomy, comfortable, smart-looking body of this type for Buick's series 32-50, with a chassis of 114 $\frac{3}{4}$ -in. wheelbase.

This accomplishment speaks volumes for the ability of Fisher designers to recognize the trends of buyers' wishes and to create body styles in keeping with public fancy at surprisingly low prices.

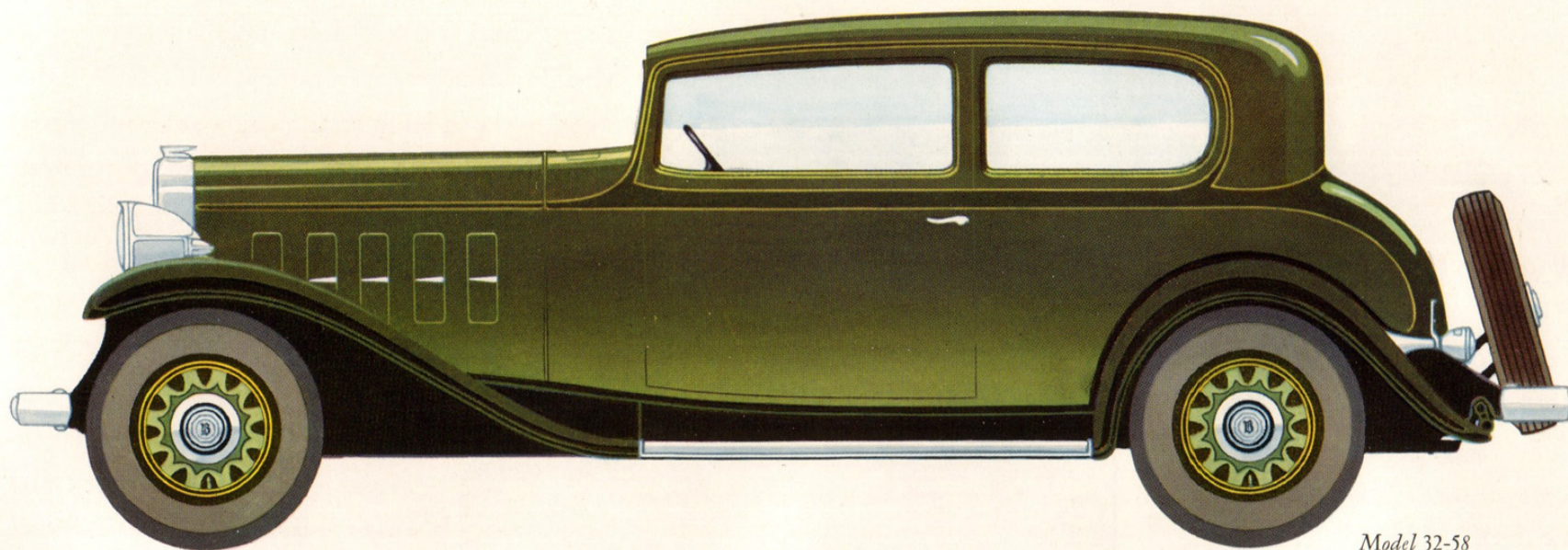
Neither in the Five-Passenger Victoria Coupe nor in any other model has quality construction been sacrificed to low cost, however. In fact, due to certain developments made during recent months, Buick's bodies are now more superbly



constructed then ever before.

For example, the panels in Buick closed bodies for 1932 are all welded together, with the exception of the rocker panels between doors which are left open for flexibility. All belt and drip mouldings are pressed into the metal, eliminating nails and improving appearance.

A new rugged type of door hinges assures non-rattling, easy operating doors. And body insulation, introduced by Buick on preceding models, has been extended to include a heavy layer of felt fitted inside the cowl from dash to door post and soundproofing material in doors and body panels. Heat, cold, and noise are almost completely banished from the interiors of Buick's closed bodies for 1932.



Model 32-58

So popular has the Five-Passenger Victoria Coupe proved in larger sizes that Buick engineers have provided this same model in Series 50 for 1932. The close-coupled interior carries five passengers comfortably. A choice of mohair plush or whip-



cord upholsteries is available. Interior fittings are attractively designed and chrome-plated. The driver's seat is adjustable and the folding front seat accommodates an adult in full comfort. Luggage can be stored under the rear deck.

INTERIORS BOTH ATTRACTIVE AND COMFORTABLE

THE interiors of Buick's closed bodies for 1932 are outstandingly attractive and comfortable. Upholstered in a variety of choice materials, they are trimmed and fitted to convey both the appearance and the feeling of true motor car luxury.

Special lace bindings edge the doors, seats and arm rests. Garnish mouldings have a rich, wood finish, and tonneau floors are covered with thick carpets in harmonizing shades.

All interior hardware is distinctively and attractively patterned. Front compartments are fitted with ash trays and rear compartments have similar trays on either side.

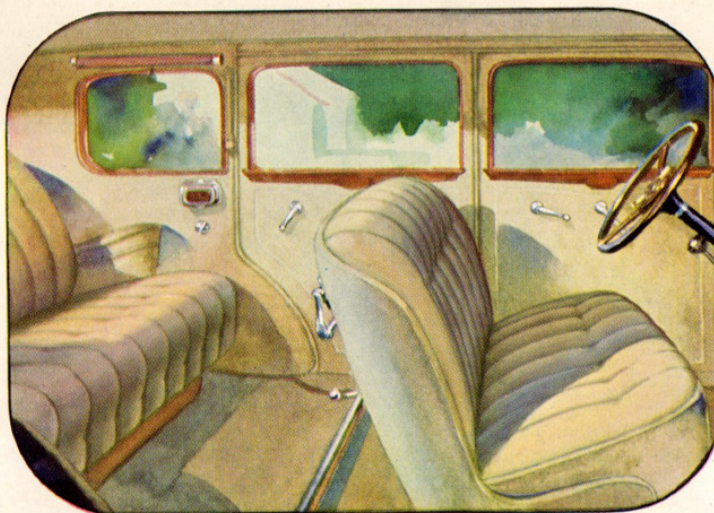
An improved system of door locking enables passengers to lock all doors from the inside by simply moving door handles upward. This guards against unwelcome intrusion, since the right front

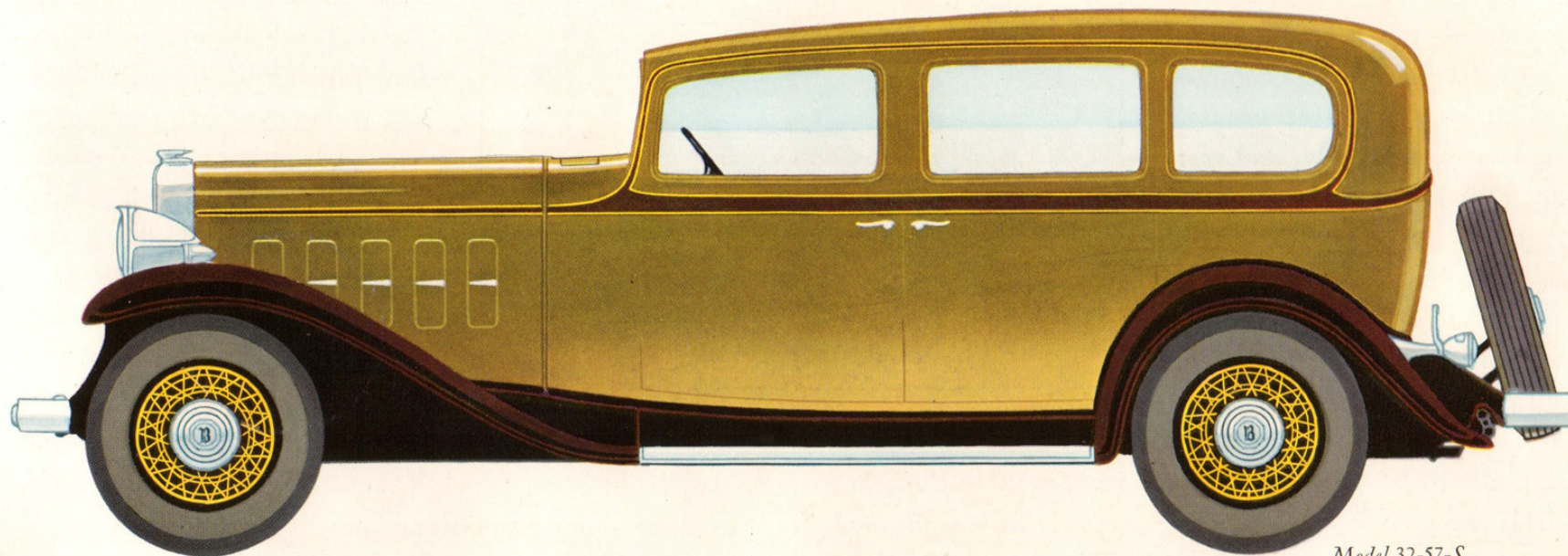
door, as well as all other doors can be locked in this manner.

Bodies of both sedans in Series 32-50 are two inches longer than in the past. This extra length has been fully utilized in increasing the riding comfort of the cars.

Cushions and backs in all models have been given special attention and are designed to yield a high degree of comfort. Thorough insulation contributes to pleasant riding by eliminating drumming and by keeping out cold and heat.

In addition, all Series 32-50 De Luxe models (55-56C-56S-57S-58-58C) are equipped with Buick's Ride Regulator with a lever conveniently located for quick and easy adjustment. The Ride Regulator enables the driver to adjust the action of shock absorbers as he drives to fit conditions of load, road and speed. Naturally, this adds immeasurably to the comfort enjoyed by passengers.





Model 32-57-S

The Five-Passenger Special Sedan, a car of exceptional beauty and luxury, offers a choice of attractive upholsteries and many refinements in details, such as five demountable wood or wire wheels, dual tail lamps and chrome finish on headlamp brackets,



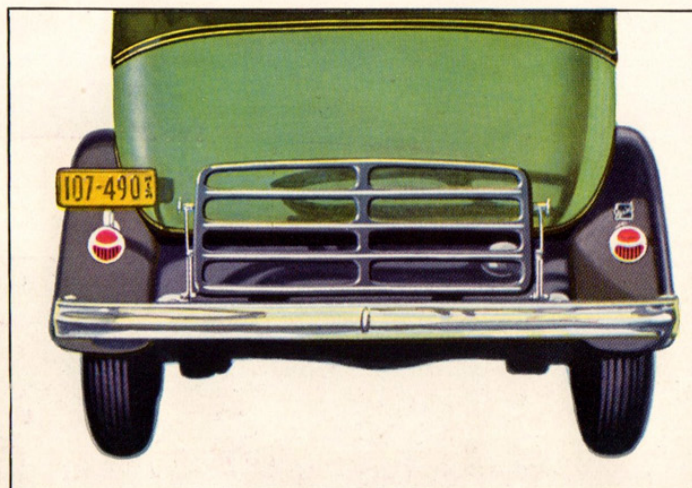
horn motor covers and tail lamp brackets. The rear compartment is fitted with assist cords, ash trays, folding robe rail and chrome-plated folding foot rest. Fine quality carpet, harmonizing with the upholstery, covers the floor.

EVERY DETAIL CONTRIBUTES TO BUICK'S BEAUTY

THE more closely the Buick Eight for 1932 is examined the more obvious it becomes that every detail in its design contributes to its remarkable beauty. Front view, side view, and rear view all add to this impression, for great care was taken in creating this Buick to fit each part and feature into a handsome, harmonious whole.

The rear view of the car illustrates this point aptly. Here a neat, one-piece cover extending from one rear fender to the other shields the gasoline tank and the rear axle from sight, and presents a clean, trim appearance. Dual tail lights on all models, except the Five-Passenger Sedan and the Two-Passenger Coupe, add to the smartness of the Buick as seen from this angle.

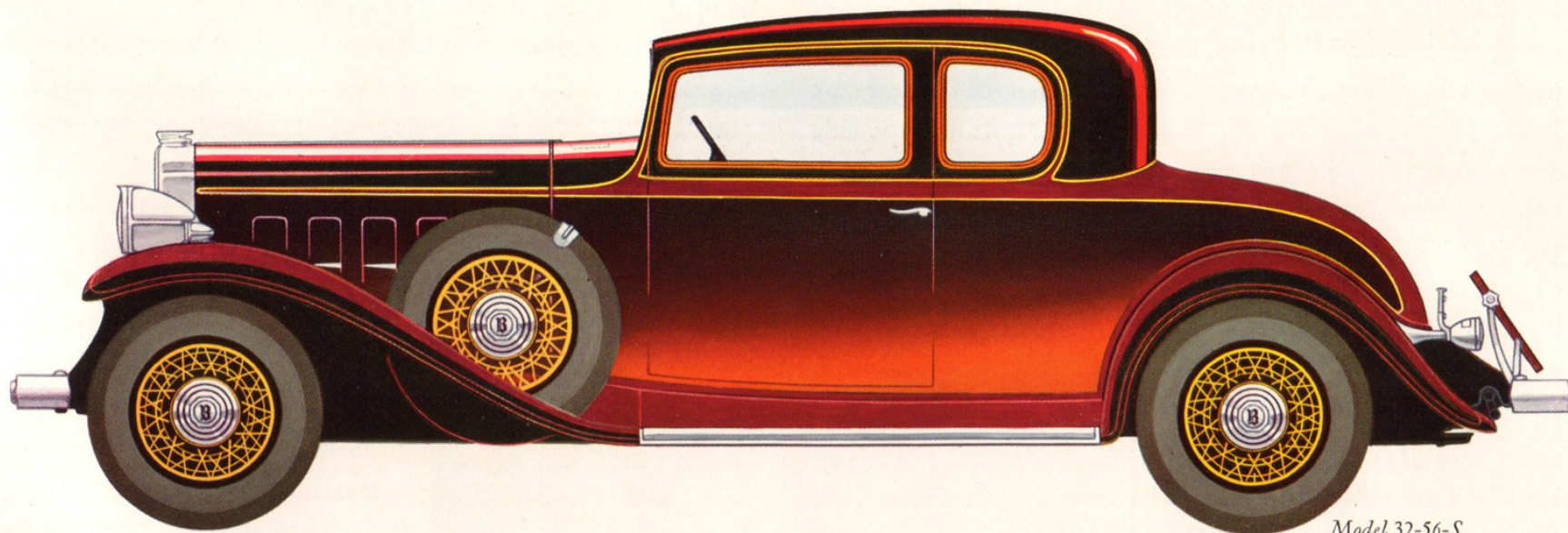
Similarly, the front view is smarter than ever with its new radiator shell design, its convex head lamp lenses, its distinctive parking lamps and its two horns, mounted beneath the head lamps on either side.



Side views of the 1932 Buicks are distinguished by their sharply slanting windshield and their long flowing lines. Large doors and windows add to the appearance of length. Curved, coach-type sills, long and rakish fender lines and newly designed running boards with heavy mats bound in chrome-plated metal also contribute to this impression. Door-type hood ventilation, with chrome-plated

wind-split handles, provides another pleasing new note.

And, in addition to lines and details of styling, colors in a wide range have been employed to give these Buicks their commanding beauty. Many combinations of colors have been chosen and any model can be ordered in any of the combinations. Special colors on the Five-Passenger Sedan and the Two-Passenger Coupe are provided at slight additional cost. The choice of colors selected has been based on an extensive study of color harmonies.



Model 32-56-S

In the Four-Passenger Special Coupe, a roomy and comfortable rumble seat is provided giving ample accommodation for two additional people. The driver's seat, with its well-proportioned cushions, is easily adjustable. Two shades of mohair and



one of whipcord upholstery are offered with leather available at slight additional cost. Storage space is located back of the driver's seat and in a compartment reached through a small door on the right side of the body to the rear of the door.

INFINITE ATTENTION TO IMPORTANT DETAILS

THROUGHOUT the entire line of Buick Eights for 1932, careful attention has been paid to those small details of design and finish which are such important factors in the ultimate satisfaction given by any car. Some indication of this is given by the illustration below, showing the details of the rear seat in the Five-Passenger Sport Phaeton. The pillow type side arm rests and the folding center arm rest are features ordinarily expected only in expensive cars, but Buick has included them in its open cars for 1932, despite its low price.

Ventilation for open cars is provided by an adjustable cowl ventilator, and by a ventilating windshield. When the car top is down, the entire windshield can be folded forward.

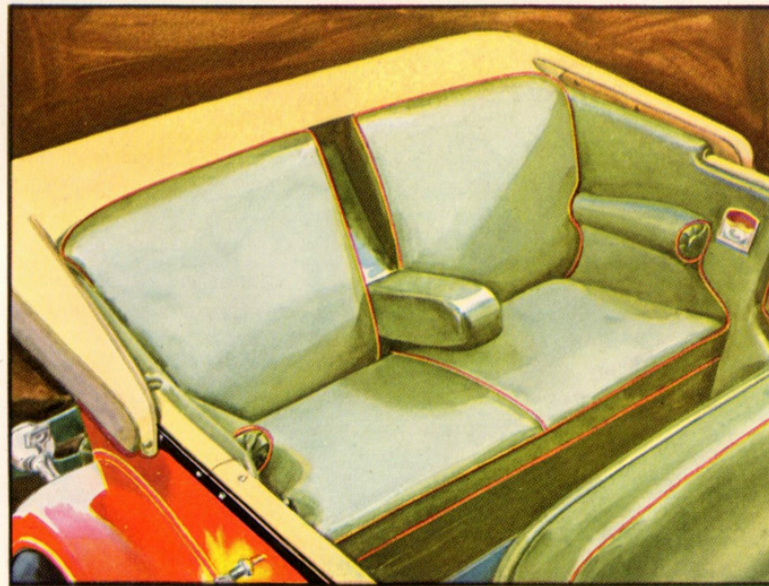
Both front and rear seats in the Sport Phaeton are low and deep with high, comfortable backs. The driver's seat has

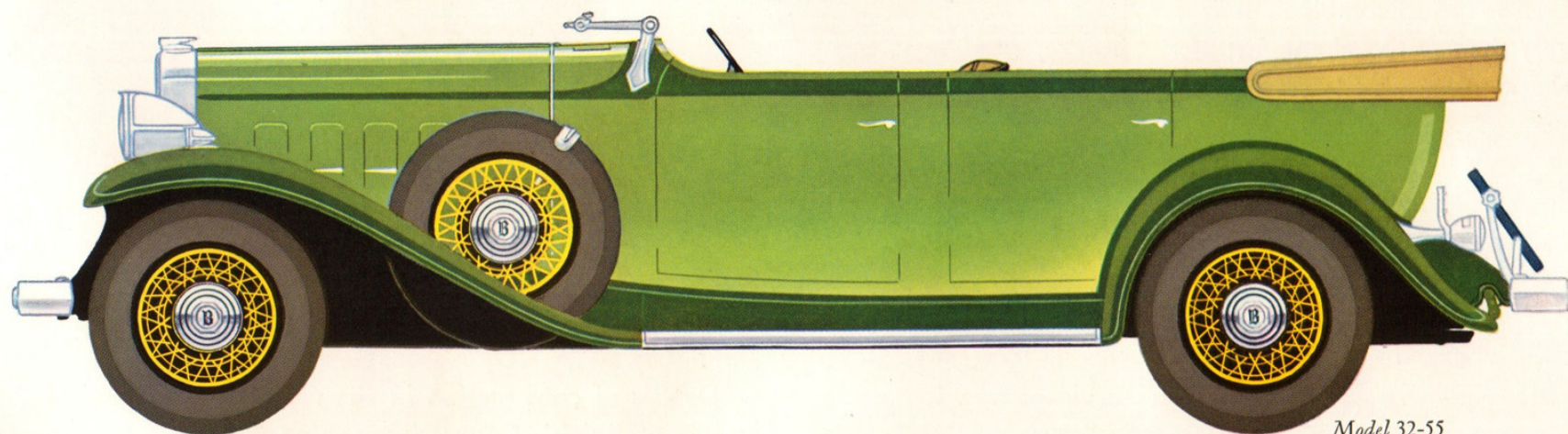
been carefully placed for correct location with reference to pedals and to the adjustable steering wheel. There is a tool compartment, fitted with a lock, in the left front door.

The rear compartment is lighted at night by two lights in the back of the front seat, one on either side. Ash trays are placed at each side of the rear seat. Storage space for the dust cover is located under the rear seat back cushion.

Tops are in either tan or gray teal to harmonize with exterior colors and interior trim. They are smartly tailored to blend with the streamline contour of the car, and when down they fold neatly into a small, compact space.

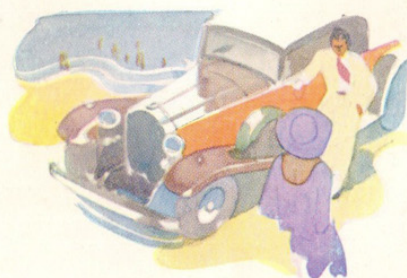
Thus it is that each item has been carefully worked out to yield the utmost in genuine satisfaction. These details contribute handsomely to the enjoyment which owners receive from the car.





Model 32-55

Series 32-50 Five-Passenger Sport Phaeton represents, literally, the last word in open car style and smartness. It offers a choice of attractive colors in leather upholstery. The upholstery is trimmed in contrasting colored piping. Arm rests, folding



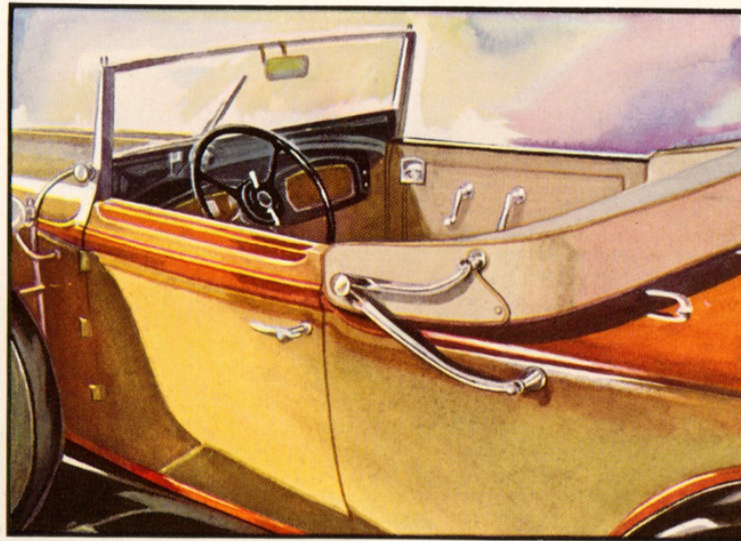
center arm rest, velvet carpet in the rear compartment, two tonneau lights, ash tray each side of rear seat and chrome-plated hardware are provided. A choice of five painted wire or 12-spoke demountable wood wheels is offered at no extra cost.

STYLE AND UTILITY DEFTLY COMBINED

RECENT months have seen the Four-Passenger Convertible Coupe Roadster make tremendous gains in popularity; for this type of car has been found to combine admirably the utility and comfort of the coupe with the style and snap of the roadster.

With its snug top and windows up, the Coupe Roadster and its passengers are prepared to brave cold winds or driving rains. With the top down and the windows rolled down, warm weather motoring is thrilling and invigorating as it never can be in a closed model. Because it serves so successfully as an all-purpose car, the Convertible Coupe Roadster finds special favor among younger owners and among families owning two or more cars.

Many purchasers of Convertible Coupe Roadsters will prefer six wheel equipment with spare wheels and tires carried in fender wells. This equipment is available at moderate extra cost, and with it a one-piece trunk rack of new and

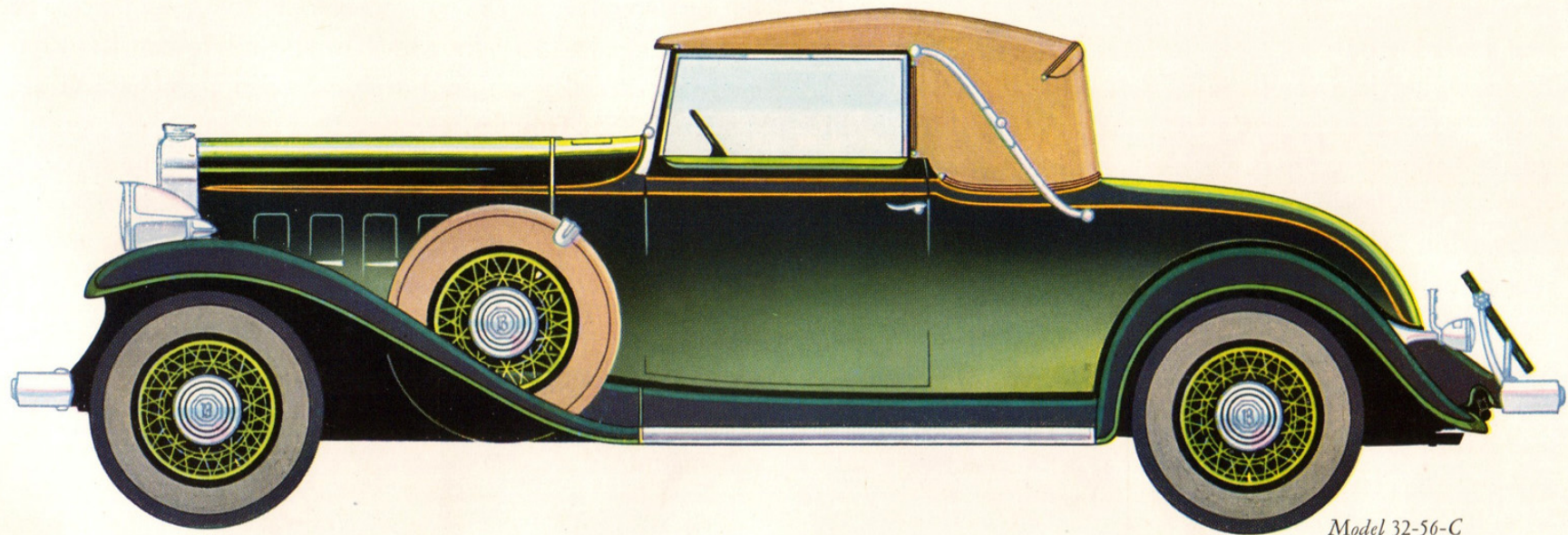


attractive design is also furnished. For traveling long distances in this type of car, the trunk rack is very desirable, since it provides space for luggage, leaving the passenger compartments unencumbered.

Another item of special equipment desirable particularly in this type of body is a heater. A very efficient type of heater has been designed for 1932 Buick models. This equipment can be installed quickly

and neatly and at very reasonable cost.

Details of construction in the top, windows and windshields of Buick's Convertible Coupe Roadsters have been designed for easy, quick raising and lowering of top and for long-wearing qualities. Special bracing in the top structure gives assurance of freedom from rattling and squeaks; and windows, lowering and raising on the same mechanism employed in closed cars, are free from rattles whether open or closed.



Model 32-56-C

The Four-Passenger Convertible Coupe Roadster, notable chiefly for its smart style, is also a very practical car. The proportions of its body permit unusually comfortable seating arrangements, not only for front-seat passengers, but also for those in



the rumble seat. Genuine hand crushed grain leather upholstery, in a choice of two colors, or gray color whipcord may be selected. Space for packages under the deck is reached through a small side door on the right side of the body.

CONVINCING EVIDENCE OF BUICK MODERNITY

IF ANY visual evidence of Buick's completely modern character is needed, it is provided by the Five-Passenger Convertible Phaeton. This is a type of car which, until recently, was available only as a high-priced, custom-built creation. By including it among the models of Series 50 for 1932, Buick has added the final touch in modern styling to this splendid, low-priced series.

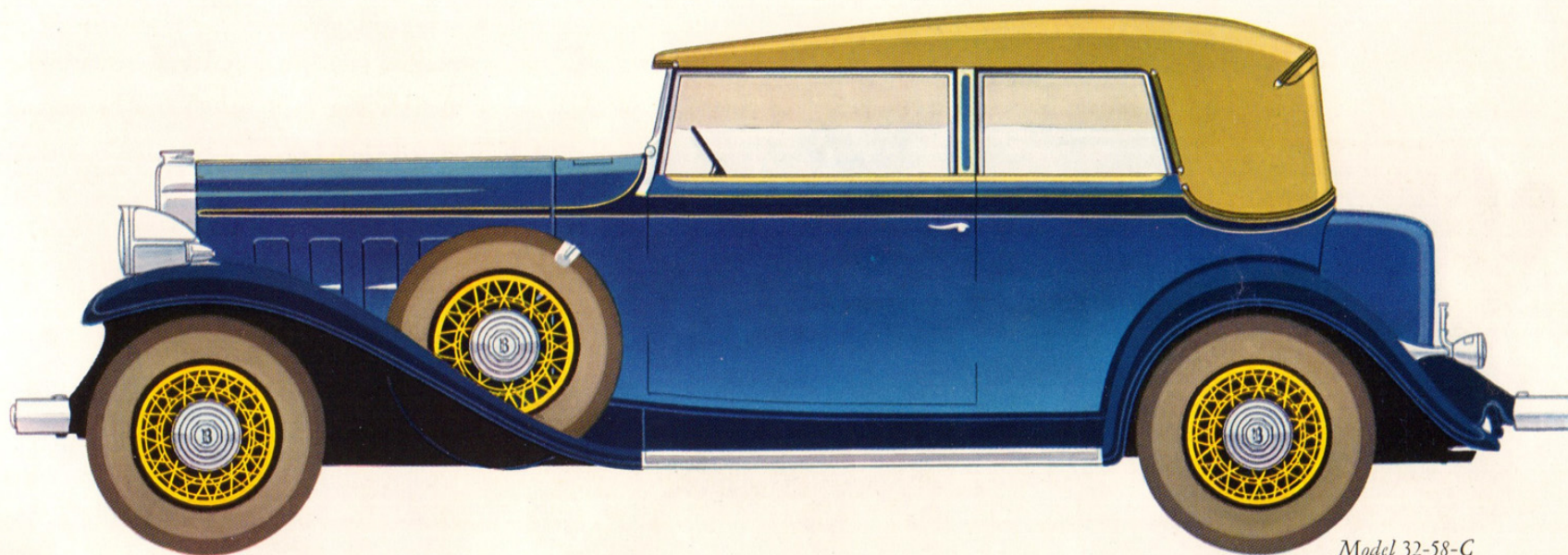
While the Convertible Phaeton is a newer type than the Convertible Coupe Roadster, it is quite probable that coming seasons will find it fully as popular as the latter. For family use, it offers the advantage of a full five-passenger carrying capacity, plus the luggage accommodation provided by the trunk at the rear. Many buyers will favor it simply because it is a more recent development of the body builder's art. All in all, it promises to enjoy a very enthusiastic following among people who seek the new and distinctive style.



In this model, as in the Convertible Coupe Roadster, ruggedness of top structure has been combined with easy manipulation in converting the car from an open to a closed model or from a closed to an open car. The skilfully constructed top and the carefully designed window raising mechanism are both noise-and-trouble-free.

With top and windows raised, the Convertible Phaeton provides complete protection against cold or rainy weather; with top and windows down it is a most inviting fair-weather car. In either case, the appeal of its modern styling is sharply

increased by Buick's other important advanced features—high-compression valve-in-head engine, Automatic Clutch, Free Wheeling, Silent-Second Syncro-Mesh Transmission, and Ride Regulator on De Luxe models—all of which help to make the Buick Eight for 1932 the greatest advancement ever made by Buick in styling, engineering and value.



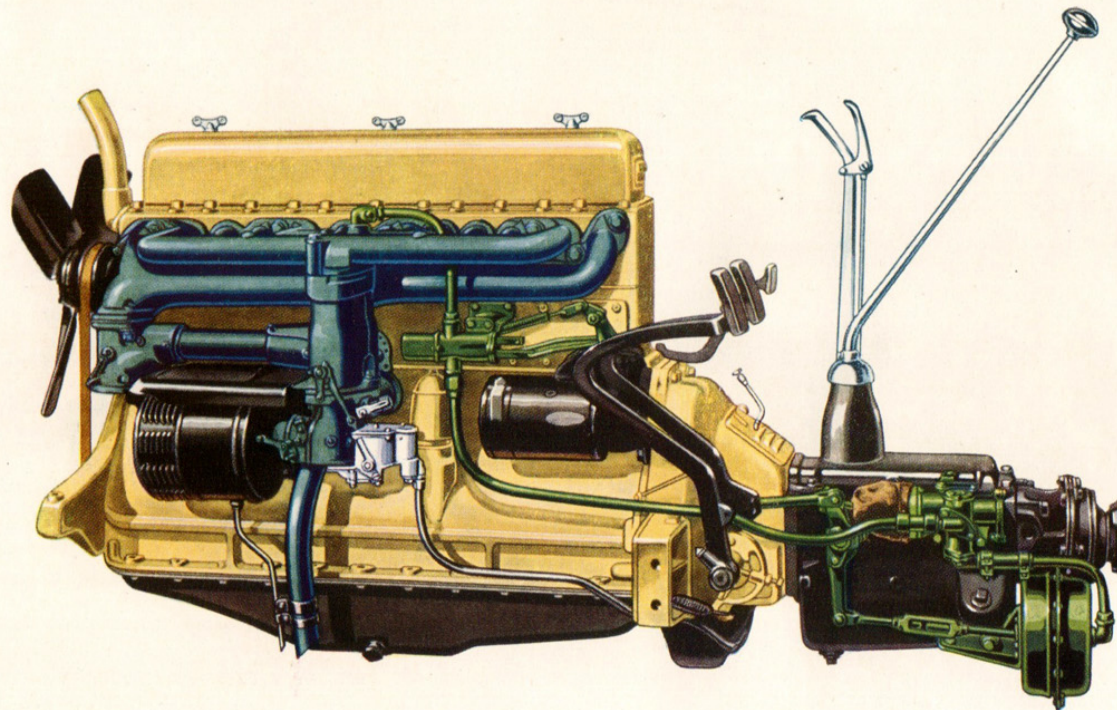
Model 32-58-C

The Five-Passenger Convertible Phaeton, an entirely new body type for Buick, carries its full capacity in complete comfort. Individual front seats fold to give easy access to the tonneau and the driver's seat is adjustable. Upholstery is soft



hand-crushed leather, in either of two colors, or whipcord. A large water-proof trunk, blending with the graceful lines of the car, is standard equipment, providing space for luggage or packages and leaving the rear compartment unencumbered.

THE MOST ADVANCED BUICK EVER BUILT
RETAINING ALL OF BUICK'S TIME-TRIED ENGINEERING PRINCIPLES AND
INTRODUCING NEW FEATURES EQUALLY SOUND

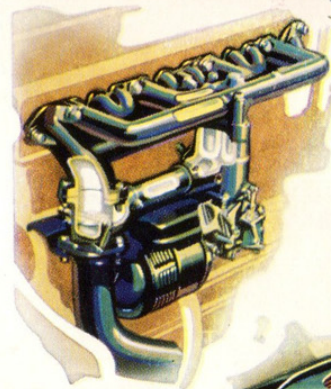
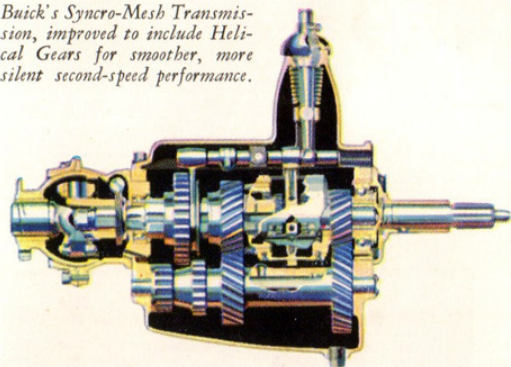


Valve-in-Head Straight Eight Engine Series 32-50—Left Side Assembly

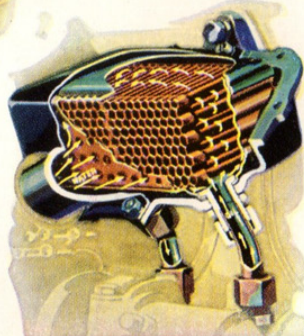
THE Buick Straight Eight for 1932, including Series 32-50, incorporates every engineering principle which has contributed to Buick's fine performance and remarkable stamina in the past. Furthermore, it embodies many new features which, in rigorous testing, have proved valuable additions to Buick's fundamental design.

The valve-in-head straight eight engine in Series 32-50 has been increased in bore $\frac{1}{16}$ inch and has been equipped with a dual carburetor, similar to that used on the three larger series. Horsepower has thus been increased to $78\frac{1}{2}$ with standard compression and $82\frac{1}{2}$ with high compression. Radiator cores have been redesigned with the result that engines run 10 degrees cooler throughout the entire speed range. Cold weather starting has been improved by an increase in battery capacity and

Buick's Syncro-Mesh Transmission, improved to include Helical Gears for smoother, more silent second-speed performance.



Dual carburetor, redesigned for better performance—even where highly volatile fuel is used.



Improved oil temperature regulator with core set at an angle to assure draining and eliminate possibility of freezing.

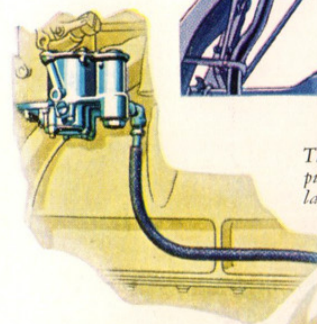
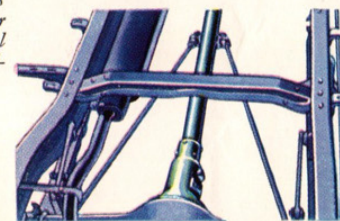
by a 27 per cent increase in starting gear ratio.

The entire fuel system has been redesigned for the highly volatile gasoline now being sold. Improvements include changes in the carburetor and a new location for the gasoline line to permit cold air to cool the fuel. Where the gasoline line is not exposed to the rush of air, it is insulated. The oil temperature regulator has also been improved by changes in design.

Series 32-50 brakes are now of the same design used on larger series. The Ride Regulator has been adopted on De Luxe models. And Buick's famous Syncro-Mesh Transmission has been improved by the addition of helical gears which increase the smoothness and silence of second speed.

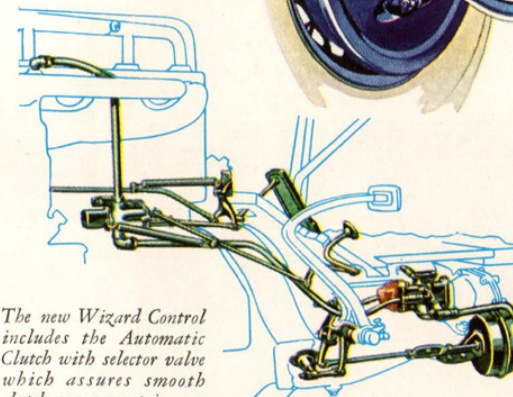
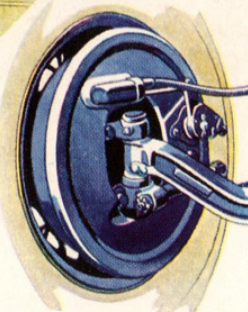
Finally, there is Buick's Automatic Clutch, operated by the vacuum in the intake manifold and controlled by a convenient toe button. This device also provides free wheeling and, together with the Silent-Second Syncro-Mesh Transmission, gives Buick Wizard Control.

Torque tube drive is largely responsible for Buick's exceptional steadiness and roadability.



The fuel line from the gasoline pump to the carburetor is insulated to prevent pre-heating of gasoline.

The four-wheel brakes now used on the Series 32-50 are of the same design that larger series employ.

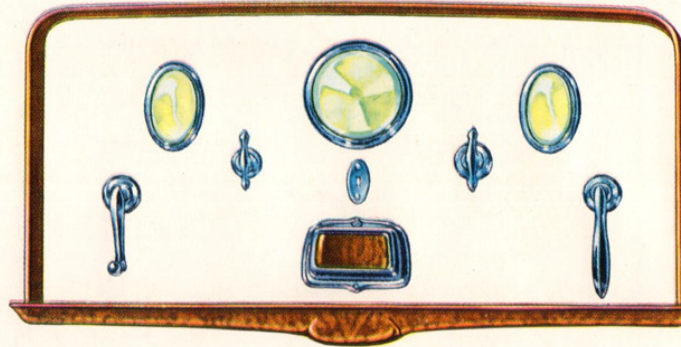
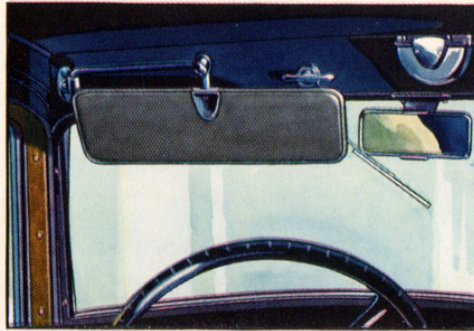


The new Wizard Control includes the Automatic Clutch with selector valve which assures smooth clutch engagement in any speed.

FISHER BODY DETAILS

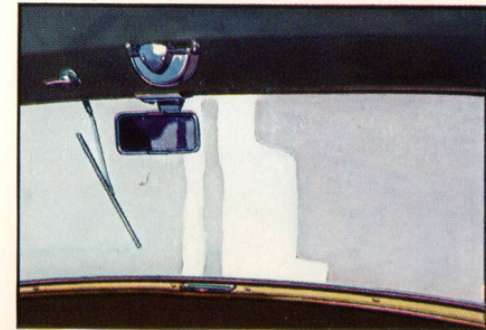
IMPROVEMENTS IN THE BODIES OF BUICK FOR 1932

Inside sun shade with universal action permitting front or side adjustment for protection from sun or head lamp glare.

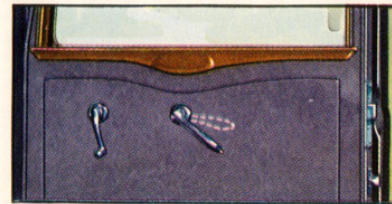
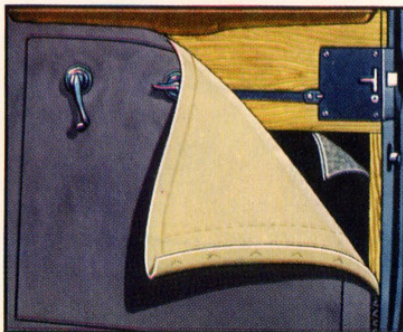


Specially designed interior hardware for the De Luxe 1932 Buicks is attractively finished in lustrous chrome-plate.

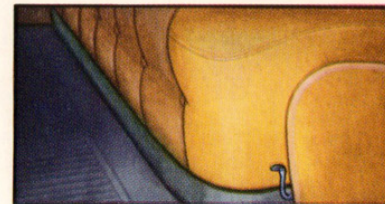
All mechanism for windshield wiper except the motor is enclosed in the header bar. The motor is mounted on header bar inside the body. Control button is integral with the motor.



Door and body panels in Buick bodies are now lined with sound-proofing material which deadens all drumming.



Moving door handles upward locks all doors from the inside. Both front locks throw out when the doors are closed from the outside.



Full front seats are now more easily adjusted by raising a lever on the left side of the driver and moving the seat forward or backward.

Vision-ventilating windshield with a 10-degree slope designed to give increased visibility and add to Buick's style.



SPECIFICATIONS

1932 Buick Valve-in-Head Straight Eights • SERIES 32-50—114 $\frac{3}{4}$ inch wheelbase

ENGINE

A larger bore, mounted in rubber both front and rear, dual carburetion, more horsepower and greater acceleration carries the Buick Series 32-50 Valve-in-Head Straight Eight engine to new triumphs in its price class. It easily travels at a consistent speed of 75 miles per hour.

TYPE—Buick Valve-in-Head, eight cylinders in line cast as a unit with upper half of crankcase. Four-point suspension with flexible rubber mountings, front and rear.

BORE AND STROKE—2 $\frac{11}{16}$ " x 4 $\frac{1}{4}$ ".

DISPLACEMENT—230.4 cubic inches.

HORSEPOWER—78 $\frac{1}{2}$. With high compression 82 $\frac{1}{2}$. Fast acceleration, outstanding hill climbing ability and capable of consistent speed of 75 miles per hour.

S. A. E. RATING—27.61.

PISTON—Cast iron of Buick design. Two compression rings and one oil ring.

CONNECTING RODS—Drop forged steel, heat treated. Improved I-beam type.

CRANKSHAFT—Drop forged, heat treated. Fully counter-weighted and balanced with improved ring type torsion balancer. Weight with counterweight and balancer, 99 pounds. Practically vibrationless.

MAIN BEARINGS—5 steel-backed babbit bearings stepped in size.

TIMING GEARS—Positive drive, silent. Require no adjustment.

FUEL SYSTEM—Marvel duplex type carburetor. Bubble-proof. Automatic heat control with manual control on instrument panel. AC fuel pump and gasoline strainer. Fuel line mounted outside frame. Insulated from pump to carburetor. Improved intake silencer and air cleaner with heat shield.

WATER COOLING SYSTEM—New design cellular type radiator with core area of 431 square inches, rigidly mounted. Automatic thermostatically controlled shutters. Centrifugal pump, gear driven, by generator shaft. 18" four-blade fan driven by $\frac{5}{8}$ " V-belt. Fan lubricated by pressure from self contained oil pump.

ENGINE OIL TEMPERATURE REGULATOR—Modern high speed driving demands that engine oil be cooled as well as the water. Pioneered by Buick, the Engine Oil Regulator prevents the oil from over-heating. The Regulator also warms the oil quickly in cold weather. It consists of a radiative self draining type core, enclosed in a shell, bolted to the engine directly above the water pump. Oil under pressure circulates between the passages of core. Regulation is controlled by water from cooling system passing through the core. Assures positive lubrication, increases life of bearings and engine, without any moving parts.

WIZARD CONTROL

Major automotive advancement of the past two decades, combining three great features—New Automatic Clutch, New Free Wheeling, New Silent-Second Syncro-Mesh Transmission—bringing wonderful new ease and pleasure to driving.

AUTOMATIC CLUTCH—Consists of a vacuum cylinder connected to the intake manifold through a control valve and selector valve. Control valve operated by toe button at left of clutch pedal on floor board. Selector valve is mounted on transmission and connected to the shifting mechanism. When shifting to any gear a valve is automatically selected to give a velvet smooth, and positive clutch engagement.

FREE WHEELING—Simply press control button on the floor board with foot and release accelerator pedal. Buick Free Wheeling is instantly controlled by removing foot from the control button as the clutch is immediately engaged, thereby making a positive connection with engine instantaneously.

TRANSMISSION—Improved Silent-Second Syncro-Mesh with helical gears. Selective gear type. Three speeds forward and one reverse. Chrome nickel steel gears, hardened and ground insuring quietness and long life. Countershaft mounted on roller bearings. Finger tip non-clashing gear shifting permits quick getaway in traffic.

CLUTCH—Improved positive release single plate type with 80.4 square inches surface area. Angular contact type clutch release bearing, having ample capacity for free-wheeling and ball bearing type clutch pilot bearing.

TORQUE TUBE—Fully encloses propeller shaft, from dirt, dust and water. Insures perfect alignment between propeller shaft and rear axle. Relieves springs of all driving strain. Only one universal joint automatically lubricated from transmission.

REAR AXLE—Semi-floating; axle ratio 4.6 to 1; two pinion differential; bevel ring and pinion supported by ball bearings. Rigid one-piece housing. Improved heavy ribbed differential carrier. Bronze thrust washers back of differential pinions and side gears.

LUBRICATION SYSTEM

FEED—35-pound pressure from gear pump to main, connecting rod and crankshaft bearings and rocker arm shaft. Gravity feed to timing gears, valve stem and generator front bearing. Capacity, 9 quarts. Refill, 7 quarts.

OIL FILTERS—AC. Removes impurities from oil and protects working parts against abrasive actions of dust and other matter.

CRANKCASE VENTILATION—Counterweights and balancer and crankshaft act as blower forcing fumes and vapor out of engine and entirely clear of car, preventing dilution and contamination of oil in crankcase.

CHASSIS—Zerk lubrication system. Every point easily reached.

CHASSIS

With characteristic Buick thoroughness the back-bone of the car—the chassis has been improved for 1932. Stronger and more rugged frame—new type springs—better braking power are a few of these engineering achievements. Each one tested and tried on the great General Motors Proving Ground.

FRAME—Single-drop type; constructed of heavy cold rolled steel. Side channel 5 $\frac{1}{2}$ inches deep with five heavy cross members.

STEERING GEAR—Worm and sector type, mounted in roller bearings fully adjustable. Adjustable steering column, steering ratio 17 to 1. Steering wheel is 3 steel-spoke type with hard rubber moulded over frame.

FRONT AXLE—Reverse Elliott type with drop forged I-beam section, plain bronze knuckle bearings, vertical ball thrust bearings.

FRONT SPRINGS—Semi-elliptic overslung type 35 inches long. New design spring leaves with curled ends providing new riding comfort. New threaded type spring shackle automatically adjusts for wear with threads acting as reservoir for lubricant.

REAR SPRINGS—Semi-elliptic underslung 56 inches long, 2 inches wide. New design spring leaves with curled ends providing new riding comfort. New threaded type spring shackle automatically adjusts for wear with threads acting as reservoir for lubricant.

SHOCK ABSORBERS—Improved hydraulic type front and rear.

RIDE REGULATOR—Standard equipment on De Luxe models—available at extra cost on models 32-56 and 32-57.

BRAKES—4-wheel Buick controlled Servo internal expanding mechanical type. Dirt-proof housing for cable control of front wheel brakes. Braking surface 133 square inches. Positive and smooth acting.

HAND BRAKES—Same as Service Brake.

WHEELS—5 painted wire or 12-spoke demountable wood wheels are optional on De Luxe models at no additional cost. Drop center rims. Models 32-56 and 32-57, wood artillery.

TIRES—18x5.50 (4-ply).

GRAVEL DEFLECTORS—Special rubberized fabric mounted to rear end of running boards, preventing stones and gravel from destroying the finish of wheels and hub caps. All models except 32-56 and 32-57.

ELECTRICAL SYSTEM

Buick recognizes the fact that the car of today must perform in all kinds of weather. To insure easy and quick starting under adverse conditions the efficiency of the entire electrical system has been increased with a larger battery and an increased starting gear ratio.

SYSTEM—Delco-Remy two-unit 6-volt. 13 high plate 100 amps. hour Delco battery. Manual gear starter drive. Starter gear-ratio 16.66 to 1. Thermostatic generator control. Double breaker arm distributor, single ignition coil and AC Spark Plugs. Chromium-plated, bullet-shaped headlamps with fender parking lamp to match. Dual tail lamp equipped with reflecting glass. (Models 32-56 and 32-57 have single tail lamp.) Electric gasoline gauge.

INSTRUMENT PANEL—Walnut finish complete with new pointer type speedometer, electric gasoline gauge, ammeter, oil pressure gauge, water temperature indicator, either directly or indirectly lighted. Instruments are located directly in front of driver, easily visible between the spokes of steering wheel. Ash tray with cover is mounted on top in center of panel (except on open and convertible cars). Heat control, light switch, choke and spark buttons within easy reach of driver. Large glove compartment equipped with special lock and key is at the right side of panel.

SPECIAL EQUIPMENT

Buick dealers are in a position to equip your car with Buick approved accessories at reasonable prices. They add to the sheer joy of motoring and reflect good taste. Following is special equipment at additional cost.

Single bar bumpers; metal, fabric or fabric with stainless steel binding tire covers; clocks; cigar lighters; tire locks and clamps; heaters; stainless steel spoke wire or natural wood wheels; stainless steel trim rings for demountable wheels; trunks and trunk racks.

Ride Regulator, wire or demountable painted wood wheels available at extra cost on models 32-56 and 32-57.

In addition to the Series 32-50 on 114 $\frac{3}{4}$ " wheelbase, the complete Buick line also includes the Series 32-90 on 134" wheelbase; Series 32-80 on 126" wheelbase; Series 32-60 on 118" wheelbase.

The Buick Motor Company reserves the right to make changes in specifications at any time without incurring any obligation to install same on cars previously sold.

BUICK MOTOR COMPANY

Division of General Motors Corporation

FLINT, MICH.

When better automobiles are built, Buick will build them

